

[No. 8328.—SEPTEMBER 17, 1889.

A WRITER in the Chinese Times gives the following summary of the recent crime of the Chinese fleet at Cebu and Vladivostok.

Survey Work.—Good work done and plenty of it. Munitions are abundant in the islands south of Cebu, seriously affecting the compasses.

Fleet Movement.—Much activity, especially by the Navy.

Harbours on Cebu Coast.—Very good indeed.

Provisions.—Extremely scarce. Ordinary means of little use. Cereals are the only means of food.

Weather.—Cool to end of July; cloudy; S. of Cebu much fog and rain. August very hot; 85° to 90° Fahr. in shade.

The Chi-nan-fu correspondent of the N. C. Daily News writes:—Officers of the fleet are looking brighter since the Yellow River secured the people. Business is slowly increasing, and already several hundred thousands of taels have come. The Governor manages to get 12,000,000 taels, as Hsin did last year. In one year, the officials will have quite a time for saying the nation and blessing the people. In such a case, probably foreign funds will not be needed. Also, for the people! Terrible the prospect for them in the midst of the waters. Wait a few months, and the kind of change will they have to find for their homes! It is reported that the last gap in the district of Chi-ho was made at the instigation of the Governor, to relieve the terrible pressure on certain sections and the annual flooded regions. Anywhere north and south of the river the counties are flooded. The river seems to have been more reckless than usual in its scampings. His channel was wide enough for him, but not deep enough. The result is that the whole year filled the land with water, and in winter many islands from the Mongolian desert, and the Governor failed to come to his rescue and clear them out.

A bad and shocking accident occurred last Saturday (15th) at the Y. J. Jambou Estate, Upper Lantau. The Manager, Mr. Glen, had on that day paid off his Malaya on the completion of their contract for building tobacco sheds. The amount paid to the man was sufficient to tempt the cupidity of some. Bandits of the tribe of the Malay Peninsula, who made up a party and attacked the Y. J. Jambou Estate the same evening, at about 8 p.m. Mr. Glen, his brother, Mr. Sivert, the bookkeeper, and Mr. Mullins, on hearing the disturbance, rushed there and found the party of about 10 men. There was but a lantern to throw a light on the scene, and during the scuffle which followed it was knocked out of the hands of the man holding it and the light put out. Finding themselves in the dark, the bandits fired a volley of random shots, and the result that Mr. Sivert was hit. The unfortunate young man was shot in the abdomen, and feeling no pain only became aware of his condition after the excitement was over. A doctor was at once sent for, but the poor fellow expired before he could reach the estate on Saturday morning, and was buried in the evening. Mr. Sivert was a young man of superior abilities, and had only arrived from Europe a few months ago. He was a general favourite with everybody, and his death has cast a deep gloom over the whole estate. *Strait Independent.*

In the House of Commons, on the 15th ult. Sir G. Campbell asked the Secretary to the Treasury by what calculation he was stated in the Treasury Minute of July 18th that the new Canadian Pacific route to Hongkong saved several days, as compared with the Suez route, for postal purposes; what was the present contract time for letters from London to Hongkong by Suez; and what would be the time by the new route, the Atlantic voyage and stoppages included; who were the parties who had continually pressed on the Treasury the importance of the new route for military and naval purposes; and whether the Secretary of State for War and Board of Admiralty had decided on it for what particular purposes; what the cost of each soldier or sailor sent by the new route was calculated to be in addition to the subsidy; and whether to India the alternative route by the Cape of Good Hope was quicker, cheaper, and safer than the Suez route, and whether the Government was desirous to be concise the Treasury Minute is not quite so clear as it might be; the saving of time referred to is really on certain sections of the route—viz., between London and Japan and London and Yokohama. To Shanghai—eastern route, shortest, 37 days; longest, 42 days; western route, shortest, 35 days; longest, 39 days; the saving being seven and ten days respectively. To Hongkong—eastern route, shortest, 32 days; longest, 37 days; western route, shortest, 34 days; longest, 39 days. To Yokohama—the eastern route is 16 to 18 days longer than the western route; but the P. & O. service is not a contract service to Yokohama. The importance of the Canadian Pacific route for military and naval purposes was argued by the Government by members of Parliament, public bodies, and members of both professions, and was one of the factors that led Her Majesty's Government, including the Secretary of State for War, and the First Lord of the Admiralty, to give the War Office a subsidy. I am afraid that I should be travelling outside the limits of an answer if I were to specify the purposes aimed at; but their general nature is sufficiently obvious. As regards the cost of the conveyance of troops, the cost of the member to the ship, and the cost of the second subsidize of the contract. To the figures then given would have to be added the cost of transport to Halifax or Quebec, which would depend on the arrangements that might be made at the time; the cost of the transport to the Cape might possibly be somewhat cheaper and easier, but certainly not so quick or advantageous in other respects. I believe that a letter was addressed to the Prime Minister in favour of a subsidy, signed by nearly 300 members of the House, and I am sure the number would have been increased if more time had been afforded.

THE RECENT LARGE SEIZURE OF OPIUM BY THE P. M. G.

Mr. Woodhouse heard three evidence to-day with reference to the charge against three shopmen and three boatmen of being in possession of raw opium in quantities less than a chest. Mr. Keane, Q. C. instructed by Mr. Webb appeared for the defence.

His Worship, after hearing the evidence, said he was not surprised that the Inspector of police in coming across these two boats in the harbour at sea and west of Stonecut Island should have imagined that they were engaged in a smuggling operation for Chinese territory, and it was satisfactory to know that all the people were really doing was taking the opium to Mongkok to be sold. Considering the expense involved in tracking down the boats and carefully packing the boats into bags and engaging two sampans and going

about three or four miles out of their proper course, it spoke remarkably well for the seaworthiness of the waters of Mongkok that all that trouble should be taken in order to have the opium landed at Mongkok. The thing to be considered was whether the conveying the opium in this manner they were working in accordance with the law. If they were acting in accordance with the law, then to his mind the whole of the Raw Opium Ordinance was a complete failure. The main principle of the Ordinance was that the opium farmer should be found in possession of raw opium in quantities less than one chest. The object of the Ordinance was partly to protect the opium farmer in his revenue, or rather trying to protect the revenue of the colony by a large sum for the opium farm, and directly as a safety net to China, by stopping all smuggling from here into that country. Although, however, the Raw Opium Ordinance allowed the opium farmer to be in possession of Raw Opium in less quantities than one chest it did not allow even him to move it from one place to another in smaller quantities than a chest. He therefore held there had been a breach of the Ordinance in this case. Although it was true that the defendants were merely servants and that the person who employed them was perhaps as much to blame as they still they were acting under no coercion and he considered their willful transgressors of the law as the practice had been apparently carried out pretty extensively he deemed it necessary to make the punishment exemplary. The first, second and fourth defendants were fined 800 each with the alternative of three months imprisonment, and the third, fifth and sixth defendants were fined 300 with the alternative of one month's imprisonment. The opium was ordered to be confiscated.

The fines were paid, and Mr. Francis gave formal notice of appeal.

THE SHAMHEEN HOTEL AND LAND COMPANY LIMITED.

A statutory meeting of this Company was held this afternoon. Mr. Fraser Smith presided, and there were also present: Messrs. A. E. Skeels, W. St. J. H. Hancock, J. F. Webber, G. Lammert, John Pittman, and Mr. J. A. Barretto, Secretary.

The Chairman said:—This meeting is the ordinary statutory meeting, and there is really no business to bring before the meeting. Only I may just as well say for the information of shareholders, and especially those who are not here that the affairs of the Company so far have progressed most satisfactorily. We have lately purchased on most advantageous terms a building on the English concession, Shamheon, known as the Shamheon Hall. It is in a fine position, and in the course of the next six weeks or two months, we hope it will be in good order. The property originally purchased from Capt. Pittman has been rented, and a lease for two or three years will be entered into at a rental which will return a fair profit. Everything is going on as fast as we can and getting slowly into working order, and I think the shareholders at our next meeting will be in a position to express satisfaction with what has been accomplished by the directors to advance the interests of the Company. I hope that at our first regular meeting we shall be in a position to say that some good work has been done.

Mr. Webber then moved that the Chairman be thanked for his report.

The Chairman:—We hope in two months' time that the hotel will be ready. The support we have got from residents in Canton induces us to believe that it will be a great financial success when it is started.

HONGKONG RIFLE ASSOCIATION.

COMPETITION AT 800 YARDS, TEN SHOTS.

An agreeable change in the temperature caused a fair number of competitors to turn up for the range shooting on Saturday last, which was won by Mr. Ford with 89 points. P. C. D. McLennan was only one point behind. Several scores were very creditable, considering that a fresh N.E. wind was blowing at the rate of 22 miles an hour across the range throughout the shooting.

Mr. P. C. D. McLennan, 89; Mr. J. Anderson, 88; Mr. J. L. Ladd, 87; Mr. C. V. Ladd, 86; Mr. W. Jackson, 85; Mr. A. S. Ladd, 84; Mr. S. Ladd, 83; Mr. T. Ladd, 82; Mr. U. Ladd, 81; Mr. V. Ladd, 80; Mr. W. Ladd, 79; Mr. X. Ladd, 78; Mr. Y. Ladd, 77; Mr. Z. Ladd, 76; Mr. A. Ladd, 75; Mr. B. Ladd, 74; Mr. C. Ladd, 73; Mr. D. Ladd, 72; Mr. E. Ladd, 71; Mr. F. Ladd, 70; Mr. G. Ladd, 69; Mr. H. Ladd, 68; Mr. I. Ladd, 67; Mr. J. Ladd, 66; Mr. K. Ladd, 65; Mr. L. Ladd, 64; Mr. M. Ladd, 63; Mr. N. Ladd, 62; Mr. O. Ladd, 61; Mr. P. Ladd, 60; Mr. Q. Ladd, 59; Mr. R. Ladd, 58; Mr. S. Ladd, 57; Mr. T. Ladd, 56; Mr. U. Ladd, 55; Mr. V. Ladd, 54; Mr. W. Ladd, 53; Mr. X. Ladd, 52; Mr. Y. Ladd, 51; Mr. Z. Ladd, 50; Mr. A. Ladd, 49; Mr. B. Ladd, 48; Mr. C. Ladd, 47; Mr. D. Ladd, 46; Mr. E. Ladd, 45; Mr. F. Ladd, 44; Mr. G. Ladd, 43; Mr. H. Ladd, 42; Mr. I. Ladd, 41; Mr. J. Ladd, 40; Mr. K. Ladd, 39; Mr. L. Ladd, 38; Mr. M. Ladd, 37; Mr. N. Ladd, 36; Mr. O. Ladd, 35; Mr. P. Ladd, 34; Mr. Q. 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NOTICES TO CONSIGNEES.

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Nybe*, Captain E. G. PRAP, having arrived from the above Ports, Consignees of Cargo are hereby notified to send in their Bills of Lading for consignments by the Undermentioned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

Any Cargo impeding the discharge will be landed into the Godowns of the Kowloon Free and General Co. and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have been landed, and all Goods remaining undelivered after the 18th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th Inst. at 4 p.m. No Fire Insurance has been effected.

SIEMSEN & Co., Agents.
Hongkong, September 12, 1889. 1709

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Chartered S.S. *Moray* having arrived from the above Ports, Consignees of Cargo by her are hereby notified that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and General Co., Ltd., at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 20th Instant will be subject to rent.

No Fire Insurance has been effected. Consignees are requested to present all Claims for damages and/or shortages not later than the 27th Instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.
Hongkong, September 13, 1889. 1782

STEAMSHIP NATAL.

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre or S.S. *Guadalquivir*, and from Bordeaux or S.S. *Wendel* and *Byrrand de Forges*, in connection with the above Steamers, are hereby notified that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whereupon delivery may be obtained immediately after landing.

Optional Cargo will be forwarded, unless intimation is received from the Consignees before 10 a.m. To-day (Wednesday), requesting it to be landed here.

Bills of Lading will be countersigned by the Undermentioned.

Goods remaining undelivered after Wednesday, the 18th Instant, at Noon, will be subject to rent, and landing charges at one cent per packet per diem.

All Claims must be sent in to me on or before the 20th Instant (Friday), or they will not be recognized.

No Fire Insurance has been effected.
G. DE CHAMPEAUX, Agent.
Hongkong, September 11, 1889. 1700

Intimations.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL, \$5,000,000
PAID-UP CAPITAL, 2,500,000
RESERVE FUND, 1,250,000

Board of Directors:
Hon. J. J. KESWICK, Chairman.
Hon. C. P. CHATER, Vice-Chairman.
E. A. SOLOMON, Esq.
J. S. MOSES, Esq.
S. O. MICHAELSEN, Esq.
G. E. NOBLE, Esq.
LEE SING, Esq.
POON PONG, Esq.

Bankers:
THE HONGKONG AND SHANGHAI BANKING CORPORATION.

MONEY ADVANCED ON MORTGAGE, on LAND or BUILDINGS, PROPERTIES PURCHASED AND SOLD.

Estates managed, and all kinds of Agency and Commission Business relating to Land, &c., conducted.

Full Particulars can be obtained at the Company's Offices, No. 5, Queen's Road Central.

A SHELTON HOOPER, Secretary.
Victoria Buildings,
Hongkong, 3rd May, 1889. 844

WINDSOR HOUSE.

No. 8, QUEEN'S ROAD CENTRAL.

PRIVATE BOARD AND RESIDENCE.

FAMILY HOTEL.

This Establishment is situated in a most central position, opposite the Telegraph Office and two doors from the Chartered Bank. It offers First-class Accommodation to Residents and Travellers, has a Spacious Dining Room, and a large number of well-furnished Bed Rooms with all comforts. A Good Table kept.

TABLE D'OTE: Breakfast, 8.30 a.m.; Dinner, 1 p.m.; Dinner, 7.30 p.m.; Board by the Month, Day, or Single Meals, at reasonable rates.

ARRANGEMENTS CAN BE MADE TO RECEIVE MESSAL IN GENTLEMEN'S QUARTERS. CONVERSATIONAL LANGUAGES SPOKEN.

Mrs. BOHM, Proprietress.
Hongkong, August 30, 1889. 1829

SAILOR'S HOME.

ANY Out-of-Order, Books, or Papers will be thankfully received at the SAILOR'S HOME, West Point, Hongkong, July 24, 1889.

Intimations.

SHANGHAI LAND INVESTMENT COMPANY, LIMITED.

SUBSCRIBED CAPITAL, \$1,000,000

CAPITAL PAID-UP, \$100,000

Board of Directors:
J. S. PURDON, Esq. (Chairman), of Messrs. MATHESON & Co.
H. R. BEARN, Esq., of Messrs. ALFRED DENT & Co.
E. J. HOGG, Esq., of Messrs. J. & J. HOGG & Co.
JOHN WALTER, Esq., Manager of Hongkong & Shanghai Banking Corp.
A. G. WOOD, Esq., of Messrs. GIBB, LIVINGSTON & Co.

Bankers:
HONGKONG & SHANGHAI BANKING CORPORATION.

LOANS made on MORTGAGE on LAND, BUILDINGS, &c. PROPERTIES Bought and Sold. ESTATES managed, and all kinds of LAND AGENCY and COMMISSION BUSINESS conducted.

GIBB, LIVINGSTON & Co., Agents.
Shanghai, July 19, 1889. 1458

DENTISTRY.

FIRST CLASS WORKMANSHIP.

MODERATE FEES.

MR. WONG TAI-FON.

Formerly Licensed Apprentice, and Lately Assistant to Dr. H. J. HOGG. (The urgent request of his European and American patients and family has taken the OFFICE formerly occupied by Dr. HOGG.)

No. 2, DUNDRELL STREET.
CONSULTATION FREE.

Discount to missionaries and authors. Sole Address:
2, DUNDRELL STREET, (Next to the New Oriental Bank.)
Hongkong, January 12, 1885. 66

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Prince Street, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Undermentioned is requested, when immediate repairs will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.
Hongkong, August 25, 1885. 1458

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.

TIME TABLE.

8 to 10 a.m. every quarter of an hour.
12 to 2 p.m. " " " " " "
4 to 8 p.m. " " " " " "

THURSDAYS.

NIGHT TRAMS at 10.30 and 11 p.m.

SUNDAYS.

10.40 a.m. to 1.30 p.m. every quarter of an hour.
4 to 5 p.m. every quarter of an hour.
5.10, 10.30 and 11 p.m.

Special CARS may be obtained on application to the SUPERINTENDENT.
Single Tickets are sold in the Cars; Five-cent Coupons and Reduced Tickets at the Office.

MACLEWEN, FRICKEL & Co., General Managers.
Hongkong, May 1, 1889. 821

Our Jobbing Department.

HAVING just been REPLENISHED with a large assortment of the latest EUROPEAN and AMERICAN NOVELTIES, we are prepared to execute orders for FANCY WORK with neatness and despatch, and at very moderate rates.

CHINA MAIL OFFICE.

Mails.

Occidental & Oriental Steamship Company.

MAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *ARABIC* will be despatched for San Francisco, via Yokohama, on SATURDAY, the 28th Instant, at 1 p.m.

Connections being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fare granted as follows:—
To San Francisco and return, \$325.00
To San Francisco and return, \$393.75
To Liverpool, \$325.00
To London, \$330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50, Queen's Road Central.

C. D. HARMAN, Agent.
Hongkong, September 11, 1889. 1705

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND THROUGH AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for San Francisco, via Yokohama and Honolulu, on THURSDAY, the 19th September, at 1 p.m., taking Passengers and Freight for Japan, the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fare granted as follows:—
To San Francisco, \$225.00
To San Francisco and return, \$393.75
To Liverpool, \$325.00
To London, \$330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50, Queen's Road Central.

C. D. HARMAN, Agent.
Hongkong, August 15, 1889. 1579

NOTICE.

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, CULOMB, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID.

MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLE, AND PORTS OF BRAZIL, AND LA PLATA.

LONDON, HAVRE AND BORDEAUX.

ON THURSDAY, the 26th September, 1889, at Noon, the Company's S.S. *TRAVADY*, Commandant PAUL, with MAIL PASSENGERS, SPECUL, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and excepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted to 10 a.m. Specie and Parcels until 4 p.m. on the 26th September, 1889. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.
Hongkong, September 13, 1889. 1787

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship *PORT AUGUSTA*, 2,333 Tons Register, Hogg, Commander, will be despatched for VANCOUVER, B.C., via KORE and YOKOHAMA, on THURSDAY, the 26th September, at Noon.

To be followed by the S.S. *PARTHA*, on 10th October, and S.S. *PORT FAIRY*, on 24th October.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Route, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fare granted as follows:—
To Vancouver & Victoria, Mex. \$210.00
To all common points in Canada and the United States, \$275.00
To Liverpool, \$325.00
To London, \$330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 26th September.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to
ADAMSON, BELL & Co., Agents.
Hongkong, September 13, 1889. 1779

Mails.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG.

PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND CARGO.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON WEDNESDAY, the 25th day of September, 1889, at 4 p.m., the Company's Steamship *BAVERN*, Capt. J. MENDEL, with MAIL, PASSENGERS, SPECUL, and CARGO, will leave this port as above, calling at Genoa.

Shipping Orders will be granted until 10 a.m. Specie and Parcels until 10 a.m. on the 25th September. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required. The Steamer has splendid Accommodation and carries a Doctor and Stewards.

For further Particulars, apply to
MELOERS & Co., Agents.
Hongkong, August 31, 1889. 1692

POST OFFICE NOTICE.

Unclaimed Correspondence.

Sept. 13, 1889.

Allen, Miss J. 1. Leth, J. 1. reg.
Ayres, H. 1. Lamarche 1. reg.
Aspinwall, W. 1. Labio, A. 1. reg.
Amery, W. 1. Muir, 1.
Arking, G. M. 1. Murphy, D. J. 1.
Baker, C. 1. Mansfield, Mrs. 1.
Barber, A. de 1. Malice 1.
Barr, J. 1. Monteville, E. de 1.
Bons, D. 1. Murdoch, J. 1.
Bosch, J. 1. Mander, C. D. 1.
Basser, 1. de Marconelli 1.
Brown, T. 1. McLeod, 1.
Berkovitz, 1. Edmund 1.
Beltman, C. G. 1. Niven, L. 1.
Bollard, J. 1. Nelson, J. M. 1.
Clark, Geo. 2. Nance, L. 1.
Clyde, B. 1. Olsen, T. 1.
Carnie, C. T. 1. Oskott, G. H. 1.
Cham, J. E. 1. Peters, H. C. 1.
Campbell, Mrs. 1. Petre, R. 1.
Dankar, W. 1. Pin Kee 1.
Deparis, L. 1. Quintal 1.
Dyer, A. K. 1. Radcliff, J. 1.
Devine, Geo. 1. Reid, W. 1.
Devaux, 1. Rogers, J. 1.
Davidson, D. 1. Stephens, Capt. 1.
Scott, Jas. 1.
Dunn, G. 1. Sigge, 1.
Freeman, A. P. W. 1. Siger, 1.
Fauve, Rev. J. 1. Steven, F. A. 1.
Findlay, R. 1. Spinks, W. 1.
Gould, C. 1. Smith, W. 1.
Gordon, A. C. 1. Strauss, E. 1.
Gordon, A. C. 1. Schroeder, E. 1. reg.
Hockin, Mrs. C. 1. Thompson, Capt. 1.
Hogland, Sir A. 1. Valadras, M. A. 1.
Hogland & Co. 1. Valencia, G. 1. reg.
Hannan, E. 1. Wilson, W. C. 1.
Hind, B. 1. Winkler, R. T. B. 1.
Hoffmann, 1. Werner, Miss A. 1.
Jackson, T. B. 1. Webster 1.
Kimmerling 1. Webster 1.
Kessmich, O. M. 1. Wilson, T. W. 1.

DETAILED.
Ellis, Miss E. Surry, 1. paper.
Gaylord, J. E. Montana, 1. parcel.
Fickett, Mrs. G. Mass, 1. parcel.

For Merchant Ships.

Lat. Pop. Lat. Pop.
Chambran 5 Luzon 1
Changier 5 Leonides 1
Chin 5 Melville 1
Emily Whitney 5 Nansa 1
Endeavour 5 Peshwa, s.s. 1
Fochow 5 Penpont 6 3
Fooling Key, Dg. 5 Reporter 1
Freyer Key, Dg. 5 Roda Wal 1
Grilo, s.s. 5 Sea Witch, s.s. 2
Geo. S. Homer 5 Star Heam 2
Genady 5 Sumatra 1
Nardelay 5 Taina, s.s. 1
Golsh 5 Vidalia 1
Gaw Qian Sia 10 Victory, s.s. 1
Hunier 5 Wm. Leachor 5
Hendrickson 5 Warden, s.s. 1
Lila, s.s. 5 Yangtze King 1. reg.
Jennie 5 Walkyrien 1
Mercom, s.s. 1

Books, etc. without Covers.
Arbuthnot Guide.
Chilly Advertiser.
Ceylon Advertiser.
Church Missionary Clearer.
Church Missionary Society.
Cincinnati Advertiser.
Colliery Guardian.
De Koopblad.
Diario Oficial.
Daily News.
Dunlop & Gallows Courier.
Dell Courant.
Engineering.
Electrical Review.
Eclair of Service.
El Imparcial.
Register.
Poussiere of Teeth.
Globe de Madrid.
Golden Lamp.
Globe.
German Books, &c.
Illustrated Medical News.
Journal de Bruxelles.
Les Missions Catholiques.
La Republique Democratique.
Le Figaro.
Le Rappel.
L'Est Officiel.
Living Water.
Les Annales.
Le Colon.
Le Monde.
Medical Record.
Mail.
Methodist Record.
Machinery Market.
Medical Mission.
Manchester Examiner.
Nineteenth Century.
Present Times of the Blessed Life.
Pioneer Mail.
Phillips' Machinery Register.
Rathbone Parish Magazine.
Russian Books, &c.
Reform School.
Reform School.
Sister Maria's Catalogue.
Standard.
Secret Songs and Songs.
Union Schoolhouse.
Weekly Southman.
Weekly.

Merchant Vessels in Hongkong Harbour.

Excludes of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and C. in the body of the Harbour. Shipping or midway between each shore are marked D., in conjunction with the figures denoting the section.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Paddis' Wharf.
6. From Paddis' Wharf to the Naval Yard.

Section.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kowloon Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Country.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Almoner	5	cBarnet	Brit.	str.	1611 Sept.	15 Russell & Co.		
Anton	3	eEgberts	Ger.	str.	306 Sept.	14 Wieler & Co.	Hollo	
Arabic	5	cSmith	Brit.	str.	4368 Sept.	17 O. & S. S. Co.	San Francisco	
Batavia	5	cWilliamson	Brit.	str.	1661 Sept.	16 Adamson, Ball & Co.	Vancouver (B.O.)	K'loon Dock
Bombay	5	cJohnson	Brit.	str.	2047 Sept.	18 P. & O. S. N. Co.	Singapore	19th inst.
Canara	5	cByrie	Brit.	str.	1358 Sept.	13 Jardine, Matheson & Co.	Swatow & Shanghai	To-morrow
Canterbury	5	cSteehan	Brit.	str.	1411 Sept.	17 Jardine, Matheson & Co.		
Catherin	5	cDacke	Brit.	str.	1200 Sept.	16 Russell & Co.		
Cheong Hye Teng	5	cScott	Brit.	str.	823 Sept.	17 Bun Hin Chan		
China	5	cMoller	Ger.	str.	648 Sept.	17 Melchers & Co.		
Chow Fat	5	cPhillips	Brit.	str.	1036 Sept.	18 Yuen Fat Hong		
City of Peking	5	cDawson	Amer.	str.	5279 Sept.	9 M. S. S. Co.	San Francisco	19th inst.
Diadem	4	cWilson	Brit.	str.	1030 Sept.	12 Chinese		
Falkenberg	4	cBartels	Ger.	str.	988 Sept.	17 Melchers & Co.		
Frej	4	cLund	Dan.	str.	419 Sept.	17 Arnold, Karberg & Co.		
Hooper	5	cMadson	Ger.	str.	1136 Sept.	16 Siemens & Co.	Hamburg	19th inst.
Kliva	5	cCrewe	Brit.	str.	1432 Sept.	8 P. & O. S. N. Co.	Kobe & Yokohama	To-day
Marj	5	cHundewald	Ger.	str.	734 Sept.	16 A. R. Marty	Haiphong	To-morrow
Milford	5	cKirby	Brit.	str.	5079 Aug.	6 Captain		
Moray	5	cDuncan	Brit.	str.	1411 Sept.	12 Jardine, Matheson & Co.	Calcutta, &c.	To-morrow
Nantes Le Havre	5	cJaffry	Ech.	str.	1182 Sept.	15 A. R. Marty	Bangkok	To-morrow
Nestor	5	cElder	Brit.	str.	1287 Sept.	16 Butterfield & Swire		
Nizam	5	cCreery	Brit.	str.	1615 Sept.	15 P. & O. S. N. Co.	Singapore	21st inst.
Nizam	5	cJackson	Brit.	str.	1689 Sept.	16 Butterfield & Swire		
Plot Nam	4	cJohnson	Eng.	str.	101 Sept.	18 T. K. & Co. Dock Co.		
Seahjoo	5	cWorcester	Brit.	str.	2103 Sept.	16 P. & O. S. N. Co.	Shanghai	To-morrow
Sancho	2	hMorris	Brit.	str.	893 Sept.	16 Ban Ho Hong	Hokhow, &c.	To-morrow
Sui Lee	3	cSchmidt	Ger.	str.	828 Sept.	12 Meyer & Co.		
Tatsoo	5	cMcCaslin	Brit.	str.	675 Sept.	16 Russell & Co.	Manila	To-morrow